

IN THE CLAIMS

Please amend the claims as follows:

1. (Original) A method of reducing high cycle fatigue of a turbocharger fitted to an internal combustion engine in which fuel supply to the engine is controlled by an electronic engine management unit (ECU) in accordance with a fuel map of fuel values required to meet different engine operating conditions, the method comprising:

varying the fuel value F associated with a particular engine operating condition to thereby prevent the turbocharger running at the same constant speed each time said particular engine operating condition arises.

2-19. Canceled.